

Appendix P



State of Maine
Department of Transportation
Property Office
Tel: (207) 624-3460 Fax: (207) 624-3401

MEMORANDUM

To: Ernie Martin, Project Manager
From: Scott A. Avore, Chief Property Officer
Subject: Augusta-Exit 113 / Old Belgrade Road Preliminary R/W Cost Estimates
Date: July 21, 2010

As requested, I have completed preliminary right of way cost estimates for the four alternatives under consideration. I've made the following assumptions:

- Any additional right of way necessary from the hospital property will be dedicated to the project at no cost
- There are no acquisitions westerly of the new hospital intersection until reaching the NRF property, with the exception of a small triangle at the Middle Road intersection

All of the alternatives have the same estimated cost from the interstate to the NRF property. This cost is estimated to be **\$617,500** and includes the acquisition of two residences and one vacant land parcel. Should the three residences located near the west side roundabout interchange be acquired, the additional cost is estimated to be **\$531,500**.

The One Way Bog Road Alternative is estimated to have an additional cost of **\$309,000** which includes the cost of acquiring one residence and one vacant land parcel.

The New Alignment at Bog Road Alternative is estimated to have an additional cost of **\$696,000** which includes the cost of acquiring one property that contains two residences and one vacant commercial building. It also includes probable severance damages to one residential property.

The Closed Bog Road Alternative is estimated to have an additional cost of **\$336,000** which includes the cost of acquiring one residence and one vacant land parcel as well as potential severance damage to one parcel.

The Ourston Roundabout Alternative is estimated to have an additional cost of **\$933,000** which includes the cost of acquiring five residences, one vacant land parcel, and potential severance damages to one mixed use property.

As you are aware, these estimates are very rough and will require refinement when an alignment is chosen and more is known about the project impacts.